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LOANS-Money on mortgages. C. F. SAYLES, 75 East Market street. \$50,600,000-Cheap money for investment; agents wanted. INVESTORS' DIRECTORY, New York. LOANS-Sums of \$500 and over.

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WANTED-MALE HELP. WANTED-Several first-class broom makers. Address BROOM, care Journal WANTED-Men to learn barber trade; eight weeks completes; tools presented; positions aranteed. Write to-day for catalogue. MOLER BARBER COLLEGE, Chicago. WANTED-For U. S. army, able-bodied unmarried men between ages of eighteen and thirtyfive of good character and temperate habits. Opportunity may be afforded for service in Philippines. For information apply to Recruiting Officer, 25 North Illinois street, Indianapolis, Ind.

WANTED-AGENTS.

AGENTS ONLY-100 visiting cards, no perforation on cards; and aluminium spring case; name handsomely engraved thereon, 25c; postage, 2c. J. L. MARTIN, 22 Ann street, New York.

FOR SALE-1899 bicycle for \$1. We will send our highest grade gent's or lady's 1899 Acme King cycle to any address on easy conditions for only \$1-the conditions include the distributing of 1,000 mall circulars, which you can do in three hours. Send no money. For full particulars how to get our best bicycle for \$1 and a few hours' work cut this notice out and mail to us. SEARS, ROE-

BUCK & CO., Cycle Dept., Chicago. FOR SALE. FOR SALE-Ten R.I.P.A.N.S for 5 cents at

druggists; one gives relief. FOR SALE-One \$100 share stock in Socialer Turnverein Stock Association; \$48.75 paid in; make offer. Address "STOCK." care Journal. FOR SALE-50-foot lot, Ash street, between Fifteenth and Sixteenth; very cheap for cash, or if ou will build I will take first mortgage for lot. Address F. H., care Journal.

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FOR RENT. FOR RENT-Eight-room house, 1129 East Market street; rain and well water; both gases; rent,

CLAIRVOYANT.

CLAIRVOYANT-Madame May, the astrologer and clairvoyant, brings back absent friends and lovers; settles family troubles; reliable advice on all matters of business. Call 125 N. Davidson st.

BUSINESS CHANCE. BUSINESS CHANCE-Invest \$200, securing excellent weekly income; safe, conservative proposition; second successful year; investigation invited. H. GRIFFIN, 1180 Broadway, New York. BUSINESS CHANCE-I have more business than

I can attend to and wish party with \$500 to

STORAGE.

handle Indianapolis branch (which is worth \$3,000 yearly) and divide profits with me. Inquire of STOUT & HOOTON, 5 Market street.

A SPECIALTY.

······ STORAGE-INDP'LS WAREHOUSE CO. W. E. Kurtz, Pres. H. A. Crossland, Mgr. (New) 517-523 S. Penn. 'Phone 1343. We STORE, PACK AND HAUL STORAGE-The Union Transfer and Storage Company, corner East Ohio street and Bee-line tracks; only first-class storage solicited. CRAT-ING AND PACKING OF HOUSEHOLD GOODS

Nursery Inspection Law.

To the Editor of the Indianapolis Journal: I am told that the railway, express and steamboat companies are becoming much exercised over the recently enacted law concerning the shipment of uninspected nursery stock into this State from other States. As I understand it, there is nothing in the law to cause uneasiness on the part of the transportation companies, providing they comply with the provisions therein laid down. It is well known among nurserymen and fruit growers that for a number of years past, in fact ever since the San Jose scale was introduced into the East from California, a few careless-I will not use a stronger term-dealers have shipped their scale-infected stock into this State until the pest has now gained a foothold in some of the orchards of at least ten counties, thereby causing much damage to the fruit growers, as in many cases they have been obliged to cut down and burn these infested trees in order to prevent its spread to the whole orchard, and in one or two instances whole orchards have been destroyed. Indiana is bound to stand in the front rank of fruit growing States when all the land that nature intended should be used for that purpose is planted to orchards. This will mean much to the railroads and other transportation companies; and so it seems to me that this law, if properly enforced, will exert a beneficial influence upon the business of the transportation companies. as well as the fruit growers, and it is to their interests to see that its provisions are strictly enforced. This law, which was recently passed, is intended to prevent, as far as possible, the further introduction of noxious insects and plant diseases, by requiring all nursery stock shipped into the State to be accompanied by a certificate of inspection, signed by a State or government entomologist. In order to carry this provision of the law into effect with as little friction as possible, transportation companies should instruct their agents in other States to not receive any such nursery stock destined for points in Indiana unless it has been properly certified to. When this is done there will be no difficulties arising at this end of the line, and legitimate nur-

sery business will not be interfered with in J. TROOP, State Entomologist.

Lafayette, Ind., April 8.

The Great Poet N. P. WILLIS said of LAS AS C Bronchial very much enlarged by THE LOZENGE; that trouble in my throat (for which the 'Troches' are a specific) having made me often a mere whisperer."—N. P. WILLIS.

## AN INCREASE IN TONNAGE

LOADED-CAR MOVEMENT EXCEEDS FORMER YEARS, 1898 EXCEPTED.

The Monon Attracting the Attention of Financiers and Its Future Thought Very Promising.

The train records show that in the week ending April 8 there were received and forwarded at Indianapolis 25,013 cars, 20,031 being loaded, an increase over the week ending April 1 of 590 loaded cars, but 3.395 fewer than were handled at this point in the corresponding week of 1898. It should be said that last year the Big Four had the largest loaded car movement in its history. Gomore loaded cars handled here than in the corresponding week, 3,562 more than in 1896, 2,312 more than in 1895, 4,920 more than in 1894. The volume of business now moving. going back of 1898, is largely in excess of former years. Traffic conditions differ from | a record-breaking mark. those of any time in years. First, east bound the grain movement, especially export grain, is the lightest in years and the same is true of flour, while export shipments of cerealine products and provisions are much heavier than at the corresponding period last year, and shipments of dressed meats and live stock are up to the usual average in the spring. West-bound tonnage of all classes is heavy beyond precedent, exceeding, with several lines, the east-bound, a condition which seldom prevails. The most striking feature of traffic now is in local business, its volume and west of Pittsburg will follow. variety in classes of freight being a surprise. There seems to be no line of manufactured goods that is not shown in the billing from the highest to the lowest class freights. Coal and coke continue quite an item with the local lines, and the large number of cars loaded with harvest impleof freight moving that this is offset. A visit

H. & D.-Ind'polis div .. Penn.-I. & V Penn.-J., M. & L........ 1,073 Penn.-Chicago div... 778 Penn.—Columbus div.. .... 1,895 Vandalia ... 2,189 P. & E.-East div..... 630 P. & E.-West div..... 710 Big Four-Chicago div ..... 2,382 Big Four-Cincinnati div... 2.692 4,280 Big Four-St. Louis div .... 2.492 2,020 Big Four-Cleveland div ... 2112 2,389 Empty cars ...... 4,982 6,415 6,219

Total car movement.....25,013 29,841 22,950 East-bound shipments from Chicago last | the road was operated. week were 80,398 tons, against 95,880 tons for the previous week and 112,235 tons for the corresponding week last year. The Panhandle led with 14,139 tons. Other roads carried; Michigan Central, 6,797; Wabash, 5,418; Fort Wayne, 9,583; Lake Shore, 10,003; Baltimore & Ohio, 7,450; Grank Trunk, 9,891; Nickelplate, 8,071; Erie, 7,525; Big Four, 1,521.

The Monon Forging to the Front. The Monon lines earned in March \$281,579, against \$261,458 in March, 1898. The New York Commercial Advertiser, in its issue of Friday, contains a lengthy article concerning this road, among other things saysecurities are beginning to attract attention after a long period of inactivity. "Monon" is one of the lately reorganized properties, like Atchison and Union Pacific, that posthoroughness of the reorganization two ings, and, above all, to intelligent operating management. The only dividend paid by Company, after the present board of control took hold in 1891, was 11/2 per cent. on the preferred in 1894. The receivership in 1896-97 lasted ten months. The new company, dating from July 1, 1897, has already and on the basis of last year's income, to this exhibit:

Gross earnings, \$3,323,671; operating expenses and taxes, \$2,356,008; net earnings, \$967.662; other income, \$75,038; total income, \$1,042,701; fixed charges, \$953,572; surplus, Against this surplus was charged an item

of \$19.075 for discount on bonds. This expenditure, however, will not be repeated, so that the net profit of last year's business stands clear at \$89,000. No change of significance in "other income" or fixed charges is to be anticipated, so that we come next to the operating expenses. The charges last year to cost of conducting transportation amounted to only 43 cents per revenue train mile. This is

very low, and indicates about the maxinum of probable economy in the department. Conducting transportation costs 50 cents per revenue train mile on the Chicago & Eastern Illinois, a neighboring line with similar characteristics and a heavier train load. The reconstruction of the property has been going on without intermission for about eight years, and is now virtually completed, the main track having been all laid with steel, three-fifths of it ballasted with gravel and stone, the worst grades reduced and ties and equipment

rought to standard. The expenditures of 1898 for repairs and renewals of locomotives were at least \$600 apiece more than is necessary year in and passenger cars at least \$186 each above the average mark. With the equipment now up to date, a saving of \$65,000 may be effected in this branch of the service, and still leave

more than sufficient annual maintenance Only a sentence can be added here with regard to the results of the expenditure \$5,000,000 or more upon the property since 1891. The ton mile rate fell in the five years between 1893 and 1898 from % of a cent to 34 of a cent. During the same period, as a result of the steady improvement of the plant as a transportation masine, the average train load increased by stages, without a backward step, from 178 to 230 tons. Hence, notwithstanding the decline in the price received per unit of busiress done, the earnings of each freight train per mile increased from \$1.58 to \$1.72, 'or

about 9 per cent.

Railroad Project Revived. Saturday at Bluffton the stockholders of the Chicago, Bluffton & Cincinnati Railroad, organized to build a line of railway from Huntington, where connection is made with the Erie, for Chicago, to Union City where the Big Four affords a direct line to Cincinnati, the following directors were elected: F. W. Short, E. G. Short, W. S. Walker, N. S. Bliss, A. L. Sharpe, W. R. Short and W. S. Trasher. Nearly all of these are Cincinnati and Chicago men. The directors chose F. W. Short president; W. Walker, secretary and treasurer; Walter E. Bliss, auditor. All of these reside in Chiago, where the headquarters of the line is located. The read was projected at the time of the panic of 1893, and little has been done on the project, but money has been provided and the work of construction will be pushed

Belt Road Traffic. There were transferred over the Belt road in the week ending April 8, 16,112 cars; Belt

road engines handled at the stock yards 824

carloads of stock and for private switches

Personal, Local and General Notes.

on its line 690 cars.

G. W. Kittredge, chief engineer of the Big Four lines, has gone to Boston for a few Edward J. Kelley has been appointed ty in this State at the next election. I have laim agent of the Columbus & Hocking no money to loan; neither am I a Demo-Valley Road, with office at Columbus, O. Thirty-three miles of heavy steel rail will law. be laid on the river division of the Chesa- | Schooner Point, Ind., April 8.

peake & Ohio in a second track. When this s laid the line from Clifton Forge over the New river division will be a double track. the Big Four lines, the interchange of oaded cars at that junction now reaching

1,200 or more monthly. Mrs. W. P. Walker, widow of the former traffic manager of the Chesapeake & Ohio, died quite suddenly at New York on Saturday. Mr. Walker died about one year ago. J. C. Davie, private secretary of M. E. Ingalls, president of the Big Four lines, has on the Big Four, H. C. Lord, when president, first employing him.

Last week ten or more firemen were put in service on the Pennsylvania lines west Pittsburg-five on the Panhandle lines. They will be given preliminary instructions necessary to fit them for their positions. All doubt that the Great Northern intends to take a hand in the rate war into California and Oregon is dispelled by the reannounces its policy in no uncertain man-

W. F. Goltra, secretary to the vice president and general manager of the L E. & W., who has been confined at home ing back to 1897, last week there were 3,300 | for some weeks with an attack of pneumonia, has sufficiently recovered to be able to be at his office. On Friday the west-bound fast mail on

the Chicago, Burlington & Quincy was hauled from Creston to Omaha, 104 miles, the freight equipment of the Cincinnati,

Hamilton & Dayton at the rate of 100 cars will be lawfully equipped. The enterprise is so far asvanced that Anderson, Ind., is sure of having a belt road

Big Four to handle its heavy traffic without any congestion of business. G. L. Potter, superintendent of motive power of the Pennsylvania's northwestern system, will soon be transferred to a more | motive? important position on the lines east of Pittsburg, and a number of promotions on lines

The Southern Railway has just issued a er, and they are being sent out free to any address by Mr. William H. Tayloe, assistant general passenger agent Southern Railway,

cently built for the Erie Railroad a large number of "Atlantic type" passenger en- | land that had been damaged by excavations creates much comment. Local lines, on ac- gines for service on their fast trains that and fills ultimately reverted to its original for speed and power cannot be excelled by owner in its damaged condition." This is count of bad county roads, are handling anything in the locomotive line ever turned evidence that it was a case of "sod-cutter"

> Those on the inside say that the Baltimore & Ohio will be taken out of the hands of the receivers the latter part of May. J. K. Cowen is to be president of the reorganized company, Oscar G. Murray first vice president and Frederick D. Underwood second vice president and general manager. Edward Longard, a practical railroad Carnegie Steel Company and at one time with the Panhandle under the late Chief Engineer Becker, will leave to-morrow with several others for Durango, Mexico, where Pittsburg firm known as the Durango Mining Company is building a railroad. cinnati, Hamilton & Dayton lines, on Saturday returned from Chicago, whither he went to close details with General Manager Mc-Doel in relation to the erection of a new freight depot at Indianapolis. Mr. Waldo stated Saturday that as soon as the

the new depot would be commenced. The net earnings of the Cincinnati, Hamilton & Dayton for the first seven months of its fiscal year were \$120,000 ahead of those the corresponding period ending with Feb. 28, 1898, and the outlook for business the next five months could not well be more promising. Indications are that the C., H & D. will handle the largest tonnage of coal and ore this year of any like period since Newton Sharrard, chief clerk of Joseph

Averill, general yardmaster of the Vandalia, who was buried yesterday, had been in the service of the Terre Haute & Indianapolis road thirty-five years. He was employed by E. J. Peck, president of the road, that official then hiring all employes. His funeral was attended yesterday afternoon by a large number of railroad men, the deceased being well known and highly

ballast its entire length. This done, Mr. Ingalls says, the 550 mues of the Big Four system between Cleveland and St. Louis country of a like consecutive mileage. more & Ohio and the Vanderbilt lines would | lated by those having experience with railinjure the business of the telegraph companies, but the Weekly Railroad Press of

early enough in New York to place type-

written copies or letters in the offices of

business men before business hours, and

larly between large Eastern cities. divided 1 per cent. on the new preferred, the result that an effort will be made to soon will be, in a position to pay 31/2 per | Under the new arrangement the agents can cent, per annum on the preferred stock. | only call their goods four times within an This quick and decisive recovery from in- | hour in the regular day coaches and not at selvency is somewhat remarkable. Starting | all in the sleeping, parlor, chair or dining with the returns for the fiscal year 1898, the | cars, as it is well understood that an occufirst full year of the new company, we have I pant of any of these cars can always get what he wants by calling on the porter. whose duty it is to look after the wants of

passengers. STRANDED IN LONDON.

Experience of a Young Indiana Man of Literary Ambitions.

Robert Barr, in Saturday Evening Post. I had no acquaintance with Mr. Lowell, meeting him only once or twice, and then on business. I had on my hands during his ministry one of those unfortunate Americans who had come over here to do something in the literary way, and who had failed. I saved him from starvation for some weeks, and he said if he could only set foot in the States again he would never more leave her hospitable soil. He was from Indiana, and was certain that if he once got back there he would be all right. In despair, I advised him to see the American minister, and I gave him a letter of introduction, which is easily and cheaply

Mr. Lowell received him kindly, listened to his tale of woe, and gave him a letter to the secretary of a society for the aid of distressed foreigners. The young man was elated, and saw Sandy Hook in his mind's eye, but, a week after the delivery of the letter, the secretary sent his compliments year out, and for repairs and renewals of and deeply regretted that the unusual demand upon the funds of the institution rendered it impossible, etc., etc. Then was the young man cast into the depths again, and so, in truth, was I also. I

urged him to call a second time on the minister, and find out whether he had any more cards up his sleeve, but the Indianian had lost courage, and positively refused to face the music, so I went myself. Mr. Lowell said little, but he was evidently ill-pleased that his application had been rejected. He sat down and wrote a letter to the secretary which was terse and

to the point. I wish I possessed it, but I do not, and so quote from memory: "Dear Sir-For the last three years I have contributed, annually, 25 guineas to your society. I regret to learn that you were unable to assist the man I recommended to you a few days ago. If you will kindly return to me one of my three contributions I will send him to America at my own expense, as I am convinced the case is a leserving one. Yours very truly J. R. LOWELL.

The society did not return the donation, but it forwarded the Indiana man to New York by the first steamer.

The Mortgage Exemption Laws, To the Editor of the Indianapolis Journal: I see in your paper of March 29 that the last Legislature passed a law exempting mortgaged lands to the amount of \$700. Why they should do such a thing I cannot see. If I contract a debt and give individual security I pay on the full appraised value of

my real estate, but if I give a mortgage for security I am exempt, while the holder of the note pays taxes on the loan in each case. Take the school fund loans. The county pays no taxes on the mortgages held to secure school loans, and the mortgageor is exempt, so we see what a hardship it will work on the taxpayer that does not happen to be under mortgage. The amount of real estate that will be exempt under this aw will be enormous. In a county that is eavily in debt and the people are already ourdened with taxes this law will work scriously with the people. The Legislature passed a law creating county and township cards to guard the interests of the taxpayer and passed another law exempting sarge amount of taxables from taxation, thereby creating or imposing a greater burden upon the real taxpayer. My prediction is that this will defeat the Republican parcrat, but I fear the consequences of this LUTHER L. JONES.

PUBLIC OWNERSHIP.

Greensburg, Ind., is an important point on Taxation of Land Values Declared Essential to Its Success.

To the Editor of the Indianapolis Journal: A correspondent, "U. L. See," cites a number of instances to show that municipal ownership during the first half of this century was "tried and found wanting," and just completed his thirtieth year of service | was abandoned in disgust. Then he declares: "It is sheer madness to assume that municithen." In the first place, the reasons for municipal abandonment of the enterprises cited were not those alleged by him. But, be that as it may, it is certainly not madness to assume that more capable men are likely to come to the front now, with such ceipt of two circulars in which the road | widely diffused intelligence among the people, than in those days when schools were few and newspapers were confined to the large cities. Moreover, the modern facilities for giving quick and extensive publicity to all shortcomings hold public men to a stricter accountability than formerly.

But, even if this were not true, and even if it were not true that the causes of these municipal abandonments were other than in 113 minutes. Stops deducted, its actual municipal abandonments were other than running time was 164 miles in 163 minutes— those alleged, it would still be true that discovery and invention may have made prac-Automatic couplers are being placed on | ticable now what was not then. Things impracticable one day are often practicable per week, and before the time expires for the next, when some missing link is supcompliance with the law every freight car | plied. Such a trifling change as the turning of the exhaust into the stack converted the Fred Crane, page . locomotive from little more than a scientific to connect its industries with the roads plaything into the thing of usefulness which passing through that city and enable the it is to-day. Will "U. L. See" contend that with all our schools and newspapers that we have not learned in fifty years to turn the exhaust into the stack of our municipal loco-

The real cause of the abandonment of new and most attractive booklet with ap- | the steam railroad, was to be a success and propriate half-tone cuts and reading mat- would soon supersede other means of transportation. Certain it is that work on the National road was discontinued for this reason. "U. L. See" unintentionally lends his support to this belief when he says, allud-The Baldwin locomotive works have re- | ing to the conditions of abandonment "Some they could not give away. Even the not one of breakdown in management. Such canals as were finished before the railroad even afterward they were successful-not | John Huffman, juror..... ways potent for good. The Erie canal has cost the people of New York many millions, but has saved them hundreds of millions. If it had been turned over to a private corporation it would have pooled with the railroads, like the Panama steamship line has done with the Southern Pacific railroad, and in consideration of a subsidy would have refused to compete. "U. L. See" says that railroads also were

begun and abandoned by the State. I am

not aware of any instances, but if there

were any, of course, the "sod-cutter" ex-

planation will not apply. But was a break-

the panic of 1837 and the hard times follow-

ing had something to do with it. Or pertracks in the yards could be laid work on | haps selfish private interests were beginprivate management of railroads was going to be and were laying wires accordingly. cribed and we must accept the explanation that there was a want of business acumen in projecting some of these enterprises in wrong locations or before they were needed. management peculiarly, as the same mistake often occurs under private management. There is a case of abandoned "excavations and fills" between this city and Greenwood, and this is not a case either, as it was intended for an electric line-something which is surely not yet antiquated. In the case of the Madison & Indianapolis Railway, which was begun by the State, managed for a while and then turned over to a private corporation, the available inor foreshadowed breakdown in the management was the cause. The first annual report arge sum of money on the Bee-line division of the M. & I., after the private corporation between Indianapolis and Cleveland, O., he took hold, says: "The Legislature of 1842, proposing to lay it with new steel rails finding the public works unprofitable and hundreds of thousands of new ties and re- and dull prospects of profit from them if completed, passed the act providing for their extension by private companies." As this was written by the private manage- | S. W. Brown, juror..... will be the best track of any road in the | ment, it is not wholly free from the suspicion of coloring. This suspicion is turned to certainty when we turn to the third annual report and find the following: "It is calcudoubled in length, the business of the whole years ago, to the present satisfactory earn- New York states that these trains arrive is increased fourfold." Now, the road when turned over to the private corporation was twenty-three miles long; fifteen months later it was fifty miles long, from Madison that this has cut down the half-rate tele- to Columbus. Comparing the report of the graph business to a great extent, particu- last year under public management with that of the first year under private management. in the light of this rule of business increasing according to the square of the length of road, and considering the difference of standard as to what constitutes success, the showing is not unfavorable to public manpushed the extension it could have made as favorable a showing, even in the business sense, or perhaps a more favorable showing in the "greatest good" sense. That the municipal management of those

days was far from perfect and that it was conducted in the interest of land speculations, in which the managers themselves possibly had some part, rather than in the general interest, is indicated by "U. L. See" when he says: "Every part of the State was to have something," and that "one candidate said he knew no North or South, but would have a road in both the north and Huntington & Page south parts of the country." But this does | F. L. Herrington not show any peculiar defect in municipal management, as it is certainly true that Wm. C. Rush private managers often make the interests | Hide, Leather and Belting Co. of stockholders subordinate to their own | Hildebrand Hardware Co. private interests. What is does show is that | Lilly & Stalnaker there was then, as there is now, a destructive | F. P. Smith & Co. misuse or disuse of the State's taxing power | West Disinfecting Co. in allowing individuals to appropriate values | C. Vonnegut that belong rightfully to the public. Land value is a community production-it should go to the community and be used for community purposes. Municipal management. coincidently with public appropriation of land values, would be a very different thing from what it has ever been or ever can be without it. Taxation of land values would remove the pulling and hauling of opposing | Indianapolis Stove Co., real-estate interests by turning into the pub- Joseph Gardner, ic treasury the increase of land value due | West Disinfecting Co., o public improvement. Individuals would | Kirkhoff Bros. then have no reason to try to change the W. G. Wasson Co., direction of its flow, since it would be pubic property in any location. It would also deprive the public managers of the chance | E. B. McComb. of engaging in side speculations to be in- Henry Coburn Lumber Co. fluenced by their acts as public managers. M. Steinhauer. Its effect therefore would be not merely to leave them free to follow the line of public good, but to compel them to follow it by insuring a public pressure toward that end. Their own self-interest would thus be en- H. Kirkhoff, listed in support of that policy, tor, with Indpls Water Co., supplies for courthouse, outside pulling and hauling nullified or rectified, and no chance for self-influenced Consumers' Ice Co., side speculations, how could they promote their own interest except by faithfulness | Iske Bros., exhaust in the stack.

to the public interest? Taxat'en of land | New York Store values is therefore a necessity in the 1er- Indpls Light and Power Co., feeting of municipal management-it is the | Knight & Jillson, JOHN F. GIBSON. Indianapolis, April 8.

Out in the Fields.

The little cares that fretted me, I lost them yesterday, Among the fields above the sea, Among the winds at play, Among the lowing of the herds, The rustling of the trees, Among the singing of the birds,

The humming of the bees.

kirk. \$8.

The foolish fears of what might pass, I cast them all away Among the clover-scented grass, Among the new-mown hay, Among the hushing of the corn, Where drowsy popples nod, Where ill thoughts dle and good are born-Out in the fields with God!

Pensions for Veterans. Certificates have been issued to the fol owing-named Indianians: Original-John W. Peterson, Sweetzer, \$8; William H. Brant, National Military Home, Grant county, \$12; Alansing M. La Masters, Anderson, \$8; Henry J. H. Dick, Dun-

-St. Paul's.

I dianapolis, \$5; Mary Teeple, Geneva, \$12. | Wilmer Christian, "

Restoration and Increase-Isaac W. Holeman (deceased), Franklin, \$6 to \$14. Increase-John M. Thornburg, Marlon, \$10 o \$12: John W. Thompson, Frankfort, \$6 to \$8; August Fagel, Shelbyville, \$17 to \$24; William A. Kelsey, Dunfee, \$10 to \$24; Elijah Whitten, Selvin, \$10 to \$12; John D. Rawlings, Vincennes, \$16 to \$17; Jesse Colling, Crothersville, \$16 to \$17; William A. Norton, Boonville, \$12 to \$17; William J. Briggs, J. B. Long, Shelbyville, \$16 to \$14; James A. Bennett, Wm. Hodison. Farmersburg, \$16 to \$24; Dolby J. Adams, Lafayette, \$8 to \$12; Ira S. Perkins, Leban- John Pope, on, \$14 to \$17; Thomas Powell, Williams- Wm. Woodward, port, \$12 to \$17; David Thompson, Willis, \$12 | Fred Amsden, Original Widows, etc.-Sophia Freers, In- David Lancaster,

LEGAL ADVERTISEMENTS. Allowances by Circuit Court-March Term, 1899. Garber & Carpenter, reporting..... John A. Hugg, clerk Probate Commissioner Lilly & Stalnaker, supplies..... Conrad Bender, carpenter work .. Garber & Carpenter, reporting..... Reporter Publishing Co., bar dockets..... Harry L. Fuller, page ... John A. Hugg, clerk Probate Commissioner Johnson & Metcalf, reporting..... Garber & Carpenter, reporting ..... Wood-Weaver Printing Co., supplies..... John A. Hugg, clerk Probate Commissioner Harry L. Fuller, page..... Garber & Carpenter, reporting. . J. Clark, sheriff, services Bd. of G'd'ns .. Sentinel Printing Co., supplies ..... John A. Hugg, clerk Probate Commissioner Harry L. Fuller, page. James E. Twiname, bailiff...... Allowances by Superior Court No. 1 -March Term, 1899. Reporter Publishing Co., bar dockets ..... \$13.00 Chas. Dryer, judge pro tem..... Garber & Carpenter, reporting..... Ray Long. page..... Garber & Carpenter, reporting..... W. Ray Long, page .. James P. Baker, judge pro tem..... F. M. Eppert, bailiff ..... Ray Long, page..... -March Term, 1899. Johnson & Metcalf, reporting..... George W. Bone, bailliff..... Geo. Nessler, juror..... A. P. Poor, jurer..... J. J. Cassady, juror.....

Allowances by Superior Court No. 2 A. C. Terhune, juror..... Ed Jordan, jurer..... George Wallace, juror ..... A. T. Mack, juror..... W. H. Dolby, juror..... Sam Kimble, juror.... Bowen-Merrill Company, law books ...... Johnson & Metcalf, reporting..... Fred Crane, page ..... Iske Bros., chair.... Johnson & Metcalf, reporting..... Geo. W. Bone, bailiff... Fred Crane, page ..... Johnson & Metcalf, reporting..... Fred Crane, page Sentinel Printing Co., supplies..... Allowances by Superior Court No. 3 -March Term, 1899.

Harry Morris, juror..... Wiley G. Hull, jurer..... R. H. Church, jurer..... Smith, juror..... Geo. Wallace, juror..... Johnson & Metcalf, reporting..... Ciyde Mendenhall, page..... Isaac Leap, juror..... Harry Morris, jurer..... Brown, jurer..... Jno. Huffman, juror..... Chas. Nuerge, juror..... Jas. M. Alloways, juror..... R. H. Church, juror..... Jos. Stemens, juror..... Samuel Kimble, juror..... Francis E. Engle, juror..... Iske Bros., repairing chair..... R. M. Foster & Co., meals for jury...... W. C. Phipps, balliff..... Clyde Mendenhall, page. Isaac Coppock, juror..... Harry Morris, juror ..... Brown jurer..... Theodore Wiles, juror..... Wiley G. Hull, juror.....

Isaac Leap, juror..... Isaac Coppock, juror ... John Huffman, juror..... Chas. Nuerge, juror..... J. M. Alloways, juror..... J. T. Smith, juror..... Theodore Wiles, juror..... Frank M. Hawkins, juror..... Nathan Ball, juror..... J. A. Risk, furer..... Warren Cozatt, juror..... Johnson & Metcalf, reporting..... R. M. Foster & Co., meals for jury...... Geo. B. Elliott, clerk Clyde Mendenhall, page.

Diamond Steam Laundry, towels ...... W. C. Phipps, bailiff ..... Allowances by Board of County Commissioners of Marion County-March Term, 1899.

Wm. T. Long, keeping horse..... M. Steinhauer, supplies for county asylum. Bliss, Swain & Co. Kothe, Wells & Bauer Wm. Beck David Wall, physician at county asylum... Stand'rd Oil Co., supplies for county asylum Indianapolis Stove Co. McCoy-Howe Co. J. W. Peek & Son Brosnan Bros. Indiana Wall Paper Co. Joseph Gardner Harry S. Moore, physician at work house. Hitz Baking Co., supplies for work house .. Parrott & Taggart, Indianapolis Water Co., Wm. Paulisch. Lilly & Stalnaker. L. Herrington, Crall & Meyer. Rhodes & Schoffeld.

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J. Clark, sheriff, removals to Insane Hospital . J. Clark, sheriff, serving notices to road viewers .. dna Castor, clerk coroner's inquest..... T. Nash, constable Ira E. Duniavy, autopsies coroner's inquest G. A. Petersdorf. W. McClintock, autopsy for coroner ..... J. B. Long.

LEGAL ADVERTISEMENTS. Allowances-Continued. Thos. F. Delaney, witness fee coroner's in-Frances Spencer, Mary J. Hunt. Nellie Sutton. Mrs. Lottie Wallick. Ed F. Bade, Joseph Stewart Wm. J. Sandy. C. W. McClintock. C. Stephenson, M. Habener, Albert Miller. D. S. Richards. John Wallace. Henry B. Baxter. Geo. A. Bush. Thomas Ring. Chas. Trueblood. Anna Rein. G. A. Petersdorf Florence Glidewell. D. McLeay, John Scanlan. Jos. Raferty. Wm. Holtz. Chris. Poehler, H. A. Stout. Walter E. Jones. W. H. C. Richter. Emma Frier, Lizzie Austin, Bridget Murphy, Louis Burckhart, Mary B. Sallers, H. O. Pantzer. E. E. Wishard. Chas. Trueblood, 8 00 G. A. Petersdorf. 6.00 | C. W. McClintock. E. A. Brown, 6.00 | May Rigsley, Sadie Stillwell. Neal Sigman. Louis McKenzie. Arthur Wadsworth. Winnie Pride, T. M. Hinshaw, S. P. Scherer. Mary List. Nettle Cleveland. Thos. F. Delaney, H. D. Vories, Edward McGuff, J. M. Streit. David Lancaster, 7.20 | Wm. J. Sandy. 4.00 | Chas. Trueblood. 6.00 | Mary Mack.

6 40 | Chas. Trueblood. 6.00 | John Finley C. W. McClintock, 4.00 | Wm. J. Sandy. 4.00 | Catherine Garrett. 4.00 | Wm. B. Pentecost, services poor of Frank-25.00 H. J. Brown, supplies poor of Franklin tp. Geo. Crouch, Frank Davis, jr., Benj. McCollum, B. M. Morgan, services poor of Perry tp... Sobiski Butler, services poor of Pike tp.... supplies poor of Pike tp...... Christian Wiese, burial poor of Pike tp.... M. J. Wagle, supplies poor of Pike tp...... 10.00 A. A. Wakeland, 10.00 F. M. Clark, services poor of Wayne tp.... 10.00 | Elijah Jones, supplies poor of Wayne tp., P. J. Galvin, Edward Orme, James A. Burnett, Wm. O. Gray, John Kitley, services poor of Warren tp.

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James Shelton Ed A. Bretz. H. M. Hadley A. O. Williams. Wm. Alexander, hauling ashes from courthouse and jail. Andrew C. Cossel, work on Cossel road ... Frank McCray, expense of witnesses State H. J. Brown, supplies Franklin tp poor .. Lewis Kern, supplies Washington to poor .. T. N. Bennett, Wm. Serber. A. H. Bowen, J. B.el inger, Pursel & Kirk.

Geo. Daupert, supplies Wayne tp poor ..

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**Empire Theater** MONDAY NIGHT, April 10, 8:30 p. m., Grand Sparring Contest -CETWEEN-Jim Watts and Kid Grim

Jones:" Friday, "Pinafore," "Cavalleria" and

'Olivette;" Saturday, "Paul Jones" and "Said

-ALSO-(2) 6 Round Preliminaries and Battle Royal (2) Prices of Admission-25c, 56c, 75c and \$1. Saturday Night, April 15th-Ten rounds to a deeision between JACK DAVIS AND KID HOGAN.

S:15 p. m.

TOMLINSON HALL, Thurs., April 13,

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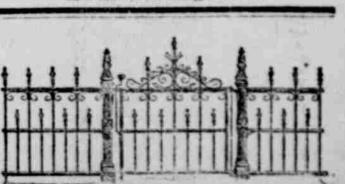
coloist. Minnie Fish Griffin, Soprano

Indianapolis vs. Cleveland

TO:DAY Game called at 3 p. m.



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